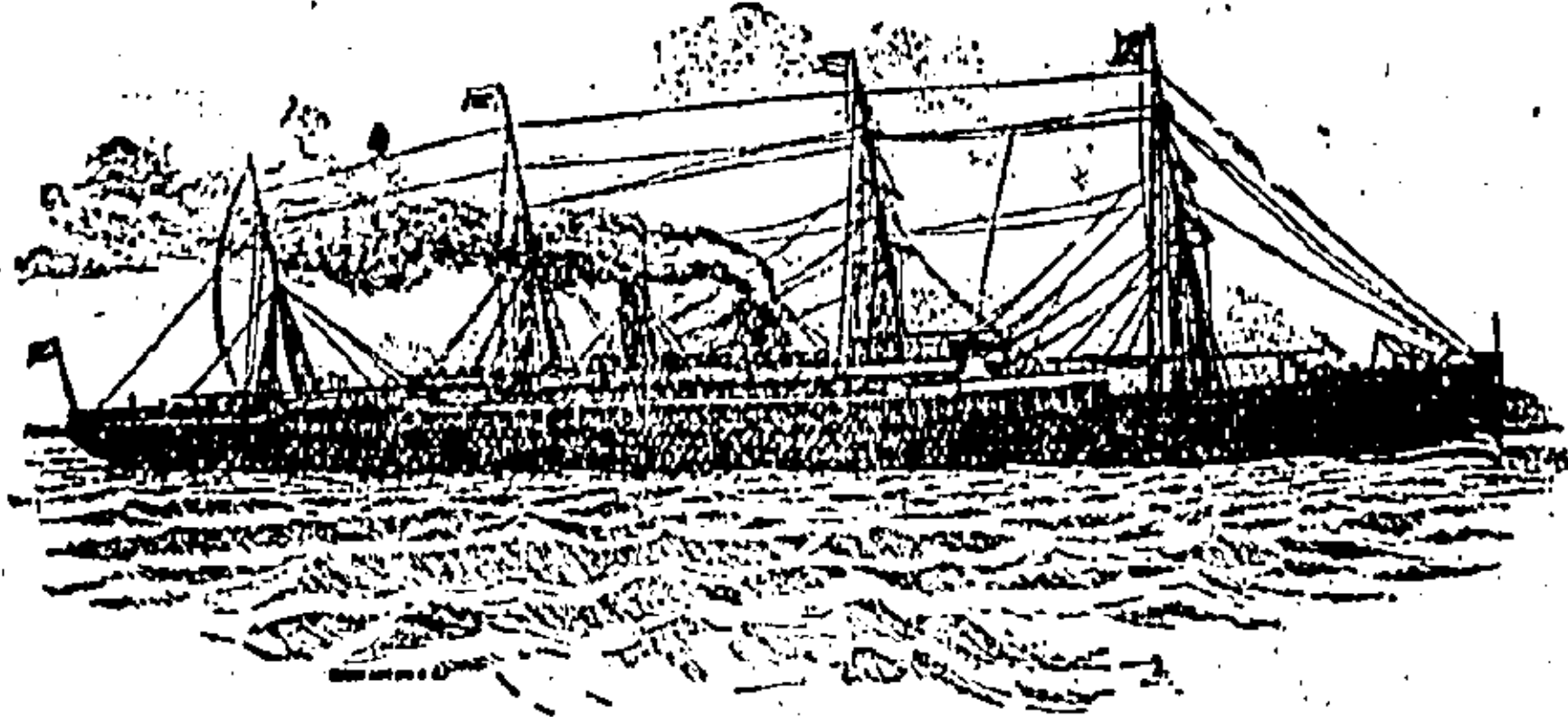


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

Ship	Days	Time
"HONGKONG MARU"	SATURDAY, 9th January, at Noon.	
"ALGOA"	7:57A	
"OHINA"	5:00A	
"DOBIC"	4:78A	
"NIPPON MARU"	6:30P	
"SIBERIA"	11:28A	
"COPTIC"	4:35P	
"AMERICA MARU"	6:30P	
"KOREA"	11:27A	
"GAELIC"	4:20P	

*Via MACAO.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons; Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 9th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

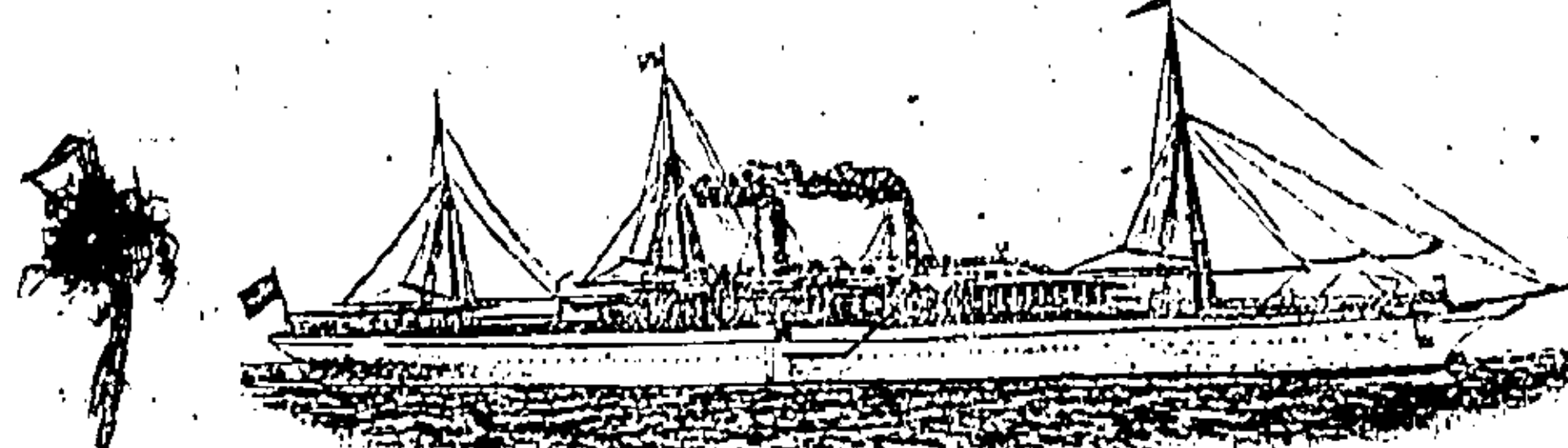
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 6th January, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 13th January.
"ATHENIAN" 6,000 " WEDNESDAY, 27th January.
"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 10th February.
"TARTAR" 4,425 " WEDNESDAY, 24th February.
"EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 9th March.

Hongkong to London, 1st Class, £40. Via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Piddar's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates	Freight and Passengers
SAVOIA	ROTTERDAM and HAMBURG.	10th January	Freight and Passengers.
Kirchner	(Calling at SINGAPORE and COLOMBO).		
AMBERIA	HAVRE and HAMBURG.	15th January	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).		
WURZBURG	HAVRE, BREMEN and HAMBURG.	30th January	Freight and Passengers.
W. Binter	(Calling at SINGAPORE and PENANG).		
ALESIA	HAVRE and HAMBURG.	6th February	Freight.
Schönfeldt	(Calling at SINGAPORE and COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	23rd Feb.	Freight.
Hildebrandt	(Calling at SINGAPORE and PENANG).		
BAMBERG	HAVRE and HAMBURG.	8th March	Freight.
Miltzoff	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th January, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,353 tons	Captain H. D. Jones.
"PUWAN"	2,331 "	" A. F. Morrison, R.N.R.
"PAT-KONG"	1,200 "	" A. W. Dixon.
"HANKOW"	3,373 "	" C. V. Lloyd.
"KINSHAN"	2,860 "	" J. J. Lussus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,100 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569 "	" C. H. Burchart.
"TAK HING"	618 "	" K. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUBBEL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP	Do.	First half of February	Do.	First half of February
TJIMAH	KOBE and Y'HAMA.	First half of January	S'PORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 28th December, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Voeux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

ESTABLISHED 1840.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TSU FAN, DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 5th January, 1904.

NOTICE.
THE Date of CLOSING OF ENTRIES for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 29th December, 1903.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 35 lbs. net \$4.75 ex. Factory. In Bags of 50 lbs. net \$2.85 ex. Factory. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th August, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Voeux Road, on SATURDAY, 16th January, 1904, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 13th January, 1904, to SATURDAY, the 16th January, 1904, both days inclusive. SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th January, 1904.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE above Company beg to inform their Customers that every Inspector, on reading a meter for the monthly account, should leave a slip with the consumer denoting the index he reads. The Company earnestly hope that Customers will at once check the figures with the meter index for themselves and report any error, or failure to leave the notification of the reading, at once to the undersigned.

GEORGE CURRY, Local Secretary.

Hongkong, 4th January, 1904.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that 15-PR. B. L. GUN PRACTICE will be carried out from close to the 3rd Mile Stone under Mount Davis in a South-Westerly direction at ranges from 800 to 1,800 yards. Practice will commence at 4 P.M. on Saturday, January 9th, if the range is clear. By Command,

A. M. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 4th January, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, 16, DES VOEUX ROAD, CENTRAL, HONGKONG. SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 15th December, 1903.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN LADY'S ROAD.

IS now in a position, in his New and Commodious Premises to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty. Hongkong, 22nd September, 1903.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATAY) DENTIST, No. 20, Connaught Road Central, Hongkong, 6th February, 1904.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 20th January, 1904, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903. The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 15th January, to WEDNESDAY, the 20th January, (both days inclusive) during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to The Hongkong Land Investment and Agency Co., Limited, General Agents for The Kowloon Land and Building Company, Limited.

Hongkong, 5th January, 1904.

THE HONGKONG FROZEN FOOD SUPPLY.

DEPOT No. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "TAIYUAN," including Mutton, Lamb, Pork, Sucking Pigs, SPICED BEEF, Rabbits, FRITZ SAUSAGES, Pork Sausages, Milk (concentrated), Fresh Butter, Cheese, BACON (PRIME, SMOKED), HAM (PRIME, SMOKED). Pass Books will be supplied to, and Credit Accounts kept with well known residents. Price Lists on application. LAU KUE TONG, Manager.

Hongkong, 7th January, 1904.

DEUTSCHE WEINGESSELLSCHAFT DUHR & CO. COELN.

STOCK ON HAND OF AHRLEICHART, a red and white wine at \$18.50 GRAACHER, Moselle at \$16.50 LAUBENHEIMER, Hock at \$15.00 All per Case of 48 bottles (quarts) or 6 doz. pints. Price Reductions for Larger Orders. GROSSMANN & CO. Hongkong, 16th October, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities. Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903.

JUST LANDED AND NOW ON SHOW.

BRUSHES! BRUSHES! BRUSHES! A VARIED ASSORTMENT of TOOTH BRUSHES of Various Sizes. NAIL BRUSHES, SHAVING BRUSHES, SHOE BRUSHES, STOVE BRUSHES. PRICES VERY MODERATE.

H. RUTTONJEE, No. 5, D'Agular Street, and 36 to 38, Elgin Road, Kowloon. Hongkong, 6th January, 1904.

HANG ON, GENERAL STORE, WINE AND SPIRIT MERCHANTS, 102, QUEEN'S ROAD CENTRAL, HONGKONG.

HAVE always on hand a Large Assortment of PROVISIONS of every Description, MECHANICAL TOYS, ELECTRO-PLATE GOODS, GERM-TRIEDER BINGULAR GLASSES, PERFUMERY, &c. &c. Customers are respectfully invited to inspect our Show Room. ALL GOODS ARE MARKED AND PRICES FIXED. Hongkong, 5th January, 1904.

"EMPRESS OF INDIA"—"KWANG TAI" COLLISION.**JUDGMENT.**

(Continued from yesterday.)

"It appears that at 11.1 p.m. on 17th August ship steering S. 65 W. (true) weather very fine, clear but dark, passed Good Hope Cape Light 16½ miles off, there being then two steamers ahead on either bow, steering more or less as ourselves. One Bell 11.45 p.m. (11.47 Log Book or apparent time) was about to be made when a junk was reported by the lookout and being uncertain as to her movements, the helm was put to starboard to give her a wider berth, the deck-stern lights of one of the steamers referred to being North of the junk and about three points on our starboard bow. The Master hearing order to starboard came on the bridge and directed that helm should be starboarded to give steamer a still wider berth, when it was noticed that the steamer was rapidly starboarded and closing with us, the port engine was immediately reversed full speed, but the steamer which proved to be the Chinese cruiser *Kwangtai* closed and struck us on starboard side at an angle of about 20 degrees to 30 degrees by forward gangway ladder ripping it away, the starboard engine was then stopped and the *Kwangtai* slid along ship's side and it was supposed she had sustained no injuries beyond a glancing blow. Engines were at once used to bring ship back to the vessel who now showed signs of distress by frequent blasts on syren, boats were cleared away and two life boats at once dispatched to assist, finally eight of ship's boats were taking off her crew, she apparently having received damage aft, evidently from contact with our starboard propeller."

Then follow particulars of the rescue work, and of the sinking of the cruiser at 1.27 a.m. It will be at once observed that while the plan make the two vessels meet at an angle of about forty-five degrees, the entry in the log book makes the angle one of between 20 and 30 degrees, and this agrees with the evidence of most of the mail steamer's witnesses, and is also more in accord with the injuries sustained by the mail steamer. In another plan drawn during the trial the angle is shown as forty degrees, and that seems to be the lowest angle the manoeuvres assumed in the plan admit of.

If the vessels had met at that angle the damage at the points of first impact would probably have been much more serious.

But a more important element is the element of time. We cannot expect to have in a collision a record of the exact moment at which each thing is seen or done, but we have in this case the means of judging with reasonable accuracy the interval which elapsed from the time the cruiser was seen to starboard until the bows of the two vessels came into collision.

The Commander says that very soon after going on the bridge it appeared to him that the cruiser was closing and he gave the order to starboard, that as he gave that order he was aware the *Kwangtai* was closing, and gave the order to hard a starboard, and as he did so, to save time, he worked the telegraph himself and ordered the port engine to be reversed, and he says that the order to reverse the port engine remained on the telegraph until the first impact. The engineer in charge of the port engine says that he was standing within a few feet of the levers when the telegraph bell rang, that he reversed at once, and that the next order full speed ahead was given at the time of or immediately after the impact. He said that it takes from ten to fifteen seconds to alter from full speed ahead to full speed astern, and he estimated that the engines were going astern fully three quarters of a minute. But he afterwards said that the engine made about thirty revolutions astern before the order to stop was given, that in the first quarter of a minute they would probably make ten to fifteen revolutions, the second quarter more, and the third quarter more still. It would seem probable therefore that they were actually going astern for not more than half a minute, and this is rather borne out by the entry in the engine room log, "Port engines stop 11.47 astern full speed 11.47 ahead full speed 11.47." Allowing time to put the engines astern, and allowing half a minute as the time the engines were going astern the whole time which elapsed from the moment the order hard a starboard was given until the ships were in collision bow to bow was probably not more than three quarters of a minute.

Now for the cruiser to go from the place assigned to her in the mail steamer's plan at the time of the mail steamer's order hard a starboard to the place of collision would take nearly twice that time. In the plan, taking the initial speed of the cruiser at 10 knots, the time taken is 1 minute 20 seconds, and in a corrected plan, where the speed is taken as 9 knots, the time required is 1 minute 30 seconds. If the available time is reduced by a half or nearly a half, and I arrive at the conclusion on the evidence that it must be so reduced, it is clear that the cruiser could not possibly have executed the manoeuvre attributed to her. She could not in the time available have traversed the distance and if the bearings given by the mail steamer are correct the distance between the cruiser and the mail steamer must have been much less than was estimated by the mail steamer, and the distance between the courses must also have been less. In the time available, moreover, the mail steamer herself could not have got into the position assigned to her in the plan. We have no reliable evidence as to how far her head had turned from the time of the order hard a starboard until the first impact. No compass observation was taken on board the mail steamer, but whatever may have been the direction of the ship's head the time available was scarcely sufficient to allow the body of the ship to get clear of the advance of her course. Then it may be observed as to the course of the mail steamer, immediately before the order to hard a starboard was given, she is described as having been for about a minute and a half on a course about 15 degrees south of her

regular course in consequence of the order starboard half a point when the junk was reported. But no effect is allowed for the order to resume her course, which was given by the officer of the watch, and I am of opinion that some effect must be allowed for this. The order was given, but was not heard by the Commander, and it was probably given before the Commander reached the bridge.

I have come then to the conclusion that the time which elapsed between the order hard a starboard and the collision was considerably less than the time taken in the plan, and consequently that the time which elapsed between the reporting of the junk and the collision was also less. I think it probable that the time did not exceed two minutes. That being so, I am advised that the fact of the cruiser's stern light bearing about three points on the mail steamer's starboard bow was quite consistent with the two steamers having kept their respective courses, the cruiser about S. 65 W. true, and the mail steamer about S. 69 W. true, and I have come to the conclusion that up till that time they had kept their courses, but that they were much nearer to each other than was appreciated by those on board the mail steamer. I have also come to the conclusion that after the order was given by the officer of the watch of the mail steamer to starboard half a point and her head had gone off to port under a starboard helm she had nearly if not altogether resumed her course when the order hard a starboard was given, and that after that order was given there was not time for the mail steamer to alter the direction of her head so much as is put down on the plan, and that she had not time to get off the course she was on until she was on the top of the cruiser, in other words that when the order hard a starboard was given the collision was inevitable, not by reason of the cruiser starboarded but by reason of the mail steamer having kept her course too long without taking any steps to avoid the cruiser.

Before the question of the cruiser starboarded or not starboarded is disposed of, it is necessary to consider the evidence with regard to the junk. The learned Counsel for the defendants laid much stress on this element in the case, as a ground for the contention that the cruiser must have altered her course. I set us see how that evidence stands.

All those on board the cruiser who were examined on the point testified that they saw no junk. One very material witness both as regards this point and as regards the movements of the cruiser generally was absent, that is, the commander of the cruiser who was on the bridge and in charge of the navigation at the time of the collision and for some time before. He was among those who were drowned when the cruiser sank, and I shall have occasion to refer to the subject of his death. But for the matter now in hand it is enough to say that the witnesses from the cruiser who were asked had they seen any junk answering in time and position to the junk in question all denied that they had seen such a junk.

If we turn to the general statement in the official log book of the mail steamer we find the junk is mentioned, but the bearing is not given. The statement is signed by the commander and the mate but so far as regards the junk it appears to be entirely an impersonal statement. The mate was not examined and he does not appear to have been in a position to see what took place before or at the time of the collision. Those on board the mail steamer by whom the junk might have been seen, were, as we have been told, seven in all, that is the extra second officer, who was the officer of the watch, the third officer, two quartermasters, one at the wheel and one near the wheelhouse, and two lookout men, one on the fore-castle head, and one in the crow's nest, and the commander. In the general statement in the official log book there is no mention of the commander having seen the junk, and having heard his evidence. I am satisfied that he did not see it. In his examination in chief he was not asked whether he had seen it, and the learned Counsel for the defence sought to get in evidence of the junk by asking him what the officer of the watch had told him. In cross-examination he was asked about the junk and he said the officer of the watch pointed out its position, and the rest of his evidence with regard to the junk was mostly by way of argument. I arrive at the conclusion that the officer of the watch did not succeed in bringing the junk within the commander's actual observation. In drawing any conclusion from this, allowance must of course be made for the commander having come out of his own room into the darkness and requiring some time before he could see as clearly as one who had remained on deck. Each of the other six members of the ship's company made their statements with regard to the collision which were taken down and entered in the official log the day after the collision.

With an exception I shall refer to, in only two of these statements is there any reference to the junk, that is, in the statement of the officer of the watch and the statement of the lookout in the crow's nest. The extra second officer says:

"I was officer of the watch from 8 p.m. to time of collision and first saw the steamer at about 9.45 p.m. Right ahead (stern light) she gradually altered her bearing to the north and before altering our course from S. 64 W. to S. 68 W. at 11.38 p.m. she was well on the starboard bow. When overhauling the steamer and when she was about three points on the starboard bow I observed a junk about two points on our starboard bow and I ordered the helm to starboard in order to give the junk a wider berth and I ordered the course to be resumed on seeing everything well clear. Just as the Commander came on the bridge to me the vessel appeared to be altering her course to port and the Commander gave orders to starboard and to hard a starboard in quick succession reversing the port engine, and soon after the vessel struck us just forward of the bridge and I stopped the engines at Commander's orders. I then sent to report on damage over the side and soon afterwards

went to the *Kwangtai* in my boat and assisted in bringing off the crew. In the first place I was surprised to see the *Kwangtai* starboard her helm to avoid the junk as the latter had little way upon her and being upon the *Kwangtai*'s port bow, to port was the obvious course to take, but even after having starboarded, I consider that had the *Kwangtai* resumed her course after clearing the junk there was ample room for the two steamers to pass clear of each other. Instead, the *Kwangtai* appeared to keep her helm hard-a-starboard until she struck us, being previously loudly hailed by Commander and myself to port her helm."

The statement of the lookout in the crow's nest is as follows:—

I was on the lookout in the crow's nest of the *Empress of India* from 100 p.m. till time of collision, I saw a fishing-boat on the starboard bow without lights and between the ship and the *Kwangtai*, I saw the *Kwangtai* alter her course to port and pass between the ship and the fishing boat. Up to the time of the *Kwangtai* altering her course there was any amount of room between our ship and the *Kwangtai*. I consider that had the *Kwangtai* resumed her former course on clearing the fishing boat there would still have been plenty of room between the vessels. She did not alter her course back at all."

The exception I have referred to is the statement of the third officer. There is in it a reference to the junk, but it is erased, and there is in it no further mention of the junk.

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 9th January, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, A QUANTITY OF PHOTOGRAPHIC APPARATUS, Comprising:—KODAKS and CAMERAS, LENSES, PLATE HOLDERS, DEVELOPING DISHES, STANDS, SENSITISED POST CARDS, ENLARGING CAMERAS, &c. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th January, 1904. [89]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW

(SATURDAY), the 9th January, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, A QUANTITY OF HOUSEHOLD FURNITURE AND ONE COTTAGE PIANO, By JOHN BRIMSMEAD & SON. (Particulars can be seen from Catalogue). TERMS:—As Customary. On View from FRIDAY, the 8th instant. GEO. E. LAMBERT, Auctioneer. Hongkong, 6th January 1904. [84]

Notices of Firms.**NOTICE.**

WE have authorized Mr. L. M. H. BOIS-SEREE from this Date to sign the Firm.

LUTGENS, EINSTMAN & CO. Hongkong, 1st January, 1904. [70]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES.

SIEMSEN & CO. Hongkong, 1st January, 1904. [67]

NOTICE.

THE PARTNERSHIP hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON. 10, QUEEN'S ROAD, Hongkong, 1st January, 1904. [65]

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises) JOHN HASTINGS. Hongkong, 1st January, 1904. [66]

To be Let.**TO LET.**

FIRST AND SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31ST, 1904, at present occupied by Messrs. POWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes. Please apply to—

YEE SANG FAT, at the above Address. Hongkong, 29th December, 1903. [1503e]

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903.

Intimations.**THE ROBINSON PIANO CO. LTD.**

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.**THE NEWEST RAG TIME MUSIC and BOOKS.****VICTOR TALKING MACHINES****ABSOLUTE REPRODUCTION OF THE HUMAN VOICE****SHIPS PIANO PLAYERS \$450****CASH or CREDIT**

Hongkong, 6th January 1904 [39]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, Six Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS,

SWITCHES, TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

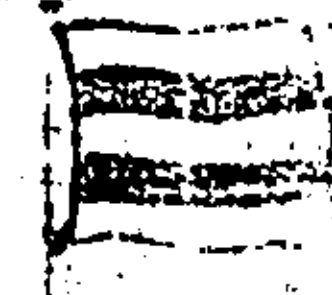
W. STUART HARRISON, A.M. INST. C.E., Manager. Hongkong, 2nd April, 1903. [61]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VOEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 3rd January, 1904. [1]

Mails.**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)

**PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Walle	MARSEILLES, LONDON & A. T. WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 9th Jan., at Daylight.
RIOJUN MARU F. L. Pyne	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 12th Jan., at 4 P.M.
KAMAKURA MARU H. Peterson	KOBE and YOKOHAMA	FRIDAY, 15th Jan., at Daylight.
BOMBAY MARU T. Mural	KOBE and YOKOHAMA	THURSDAY, 21st Jan., at Noon.
NIKKO MARU E. W. Haswell	SYDNEY, MELBOURNE, ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Jan., at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & A. T. WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd Jan., at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 26th Jan., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th January, 1904.

COMPAGNIE DES MESSENGERS MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c. ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Calcutta* bound for MARSEILLES and BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 11th January. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

DE CHAMPEAUX, Agent.

Hongkong, 31st December, 1903. [19]

NORTHERN PACIFIC STEAMSHIP COMPANY.**BOSTON STEAMSHIP COMPANY.****BOSTON TOW-BOAT COMPANY.**

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904.
<i>Lynx</i>	4,417	G. V. Williams.	Jan. 15
<i>Olympia</i>	2,811	A. Dixon.	Feb. 11
<i>Shamrock</i>	9,600	W. M. Smith.	Feb. 19
<i>Tacoma</i>	2,811	M. Ridley.	Feb. 26
<i>Victoria</i>	3,502	J. Truebridge.	Mar. 16
<i>Trenton</i>	9,600	T. W. Garlick.	Mar. 25

† Cargo only. Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 6th January, 1904. [12]

Hotel.**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

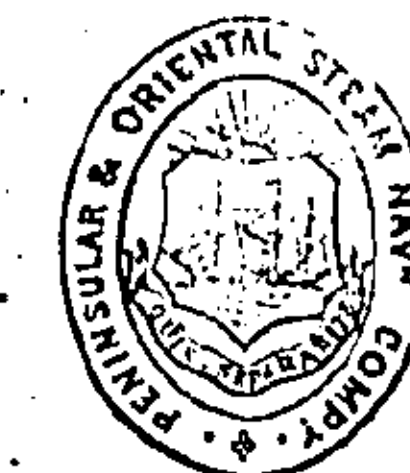
Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October 1903.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR TRAVEL, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 10th instant, at Noon, taking Passengers and Cargo for the above Ports.

Gifts and Valuables, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th January, 1904. [14]

For Sale.**FOR SALE.**

HEATH'S PATENT HEZZANITH BELL SEXTANTS. Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap.

Apply—"BOX," C/o Hongkong Telegraph Office, Hongkong, 22nd December, 1903. [1535e]

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 2 d January, 1904. [151]

Insurance.**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO. Hongkong, 28th May, 1895. [152]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 30th September, 1903.

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WATSON'S
SEASONABLE
SPECIALITIES.WATSON'S
BALSAM OF
ANISEEDGives immediate relief and quickly cures
all cases of Cough, both in Adults and
Children.WATSON'S
WHITE
EMBROICATIONSportsmen will find this a first-rate remedy
for Sprains and Bruises. In cases of
Rheumatism, Chest Affections, and
pains in the limbs its application has
a most soothing and comforting effect.WATSON'S
OTTO OF
ROSE COLD CREAMIs a pleasant cure for Chapped Lips, and
Rough and Chafed Skin, so often
experienced in the cold weather here.A. S. WATSON & Co.,
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 2nd January, 1904.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A. CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On orders sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 30 cents per quarter.Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 8, 1904.

HONGKONG JOURNALISTS'
ASSOCIATION.

Nobody with the journalistic instinct, or
a journalistic training, and a fair measure of
candour, can deny that there are many admir-
able features in the Association recently con-
stituted by the Pressmen of Hongkong. An
acquaintance with the history of local jour-
nalism need not be more than slight and
casual to reveal the fact that our news-
gatherers have done much to add to the
repute of the fraternity and raise them in the
esteem of their fellow-citizens. We cannot
dissociate ourselves from the knowledge that
of late years there seems to have grown up
in the Colony a strange tendency to regard
the journalist as a person only to be tolerated;
and even to be pitied. He neither
desires to be tolerated nor wants pity. Journal-
ists are proud of the profession in the
ranks of which they are humble toilers,
proud of the record it has made, the work it
is doing; proud of the position it occupies
in the forefront of the forces that make of it
a popular parliament, a popular court of
justice, a court of honour, and a court of
criticism upon every question that may arise
—upon all questions of public conduct, upon
all questions of public morality, and upon
questions of taste. The journalist in the exer-
cise of his profession is ubiquitous, having to
rub shoulders with all sorts and conditions
of men. There exists no calling of which
the members have a more profound
knowledge of humanity than that of the
newspaper man. The etiquette of the
Court must be at his finger tips, and
the slang of the alley have no secrets for
him. Outside of the profession few realise
his hopes, his struggles and his disappoint-
ments, or the standard he has set up
for his own guidance, or the buffets he
receives. We recognise his sense of loyalty
to his paper that nothing can shake; an
enthusiasm that never wanes. There
is no profession in which the standard
of honour is higher and wherein the spirit
of fraternity and good will is more pro-
nounced. What is true of the home press
—the most characteristic of British institu-
tions—is equally applicable to the Fourth
Estate in Hongkong. The Head of the admin-
istration civil as well as the President of the
Bench judicial have quite recently rendered
appreciative homage to the "tone and stand-
ing" of the Press of Hongkong in a manner
that at once elevates it to the position it
has attained by virtue of its unimpeachable
character and dignity. The journalists of
the Colony have realised that it is time they
should unite themselves in a legitimate effort
to ensure the recognition of the respect that
is due to their profession and its individual
members as educated and intelligent men
—a respect of times (perhaps unwittingly)
ignored, and the acknowledgment of
their standing in our society, with
its peculiar constitution in the arrogation to
itself of an aristocracy to which it has no
rightful claim. There can be little doubt that
the powerful alliance will, once and for all
succeed in establishing the principles it
has advanced, and as long as our local press
is marked by the tone that distinguishes it
to-day its success is undoubtedly assured.

LOCAL AND GENERAL.

THE German mail of the 9th December was
delivered in London on the 7th inst.THE departure of the P. & O. s.s. *Ceylon* for
London and Antwerp via ports has been
cancelled.THE wheat yield of New South Wales is
25,570,000 bushels, being an increase of 12,500-
000 bushels over the record year 1901.THE Pollard Company gave their farewell
performance in Rangoon on the 17th ult. before
a huge audience, there being more money in
the house than has ever been known in
Rangoon.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE Commander of the German mail steamer
Sachsen, which arrived from Europe this
morning, reports that on 30th Dec. at 10 a.m. he
passed the steamer *Baron Raljour* at 5° 51'
north and 94° 11' east, which wished to be
reported to her agents.THE N.Y.K. steamer *Shinagawa*, which
stranded off Onagasaki, Enshu, on the 20th
ult., has been abandoned. The *Tsuzen-maru*,
the steamer that was sent to the assistance of
the stranded vessel, found the position of the
Shinagawa hopeless, the hull being rammed
by several large rocks.THE German steamer *Director*, *Arthur Barry*,
Capt. R. Elder, from Emden, reports that when
in Long. 119° 35' N, lat. 15° 35' N they com-
municated with the American bark *Eva J. Ray*,
which was then 92 days out on the voyage
from Rangoon to Hongkong. She asked for
provisions and the steamer sent her off a barrel
of beef.By kind permission of Major Radcliff and
officers the Band of the 93rd Burma Infantry
will play at the Hongkong Hotel to-morrow
Saturday evening from 8 to 9.30.

BANK PROGRAMME.

March..... "Soldiers of the King"..... Hewitt
Entrance..... "Mist"..... Hamilton
Selection..... "The Runaway Girl"..... Connel
Coral Solo..... "My Dream"..... Polo
Tutti Selection..... "The New Island"..... Crook
Valse..... "Venezian Song"..... Bucalossi
Dances..... "Shamrock"..... Donnell
God save the King.

PRESS ASSOCIATION FOR
HONGKONG.

As the outcome of several meetings convened
by the Pressmen of the Colony, a Journalists'
Association has been constituted in Hongkong.
Its objects are the promotion of whatever may
tend to the elevation and improvement of the
status of journalists in the Far East and obtain-
ing for journalists, as such, formal and definite
professional standing; promoting personal and
social intercourse between members of the Asso-
ciation; and holding conferences and meetings
for the discussion of professional affairs interests
and duties; the acquisition by the Association of
a room or other place of meeting; and the pro-
motion by all reasonable means of the interests
of journalism. The Association consists of a
President, Honorary Secretary and Treasurer,
and a Committee of not less than three mem-
bers, and of members and associates. The
President and Honorary Secretary and Treas-
urer are ex officio members of the Committee.
Mr. T. H. Reid has been elected President;
while the Committee comprises Messrs. P.
W. Sergeant, Douglas Story, and W. H. Donald,
with the President and Hon. Secretary and Treas-
urer, Mr. E. A. Snowin, as ex officio members.
The Association, which is governed by the
Committee, consists of two classes, viz. Mem-
bers and Associates. Members will be per-
sons not less than twenty-one years of age who
have been for at least two years professional
journalists and are at the time of their election
in the active practice of their profession. As-
sociates will be persons employed in the news-
paper offices in the Colony ineligible as mem-
bers, but by reason of their relations with
journalism qualified to concur with journal-
ists in the advancement and service of the
profession. Members alone will have the right
to vote or to be present at meetings convened for
the purpose of discussing the professional status
of journalists or of debating questions affecting
members in their purely journalistic capacity.
The qualifications recognised by the Asso-
ciation as constituting any person a journal-
ist within the meaning of the rules of the
Association is that he is professionally and
habitually engaged upon the staff of a journal
in the capacity of editor, leader-writer, writer
of special articles, assistant-editor, sub-editor,
or reporter.

WATER RETURN.

Level and Storage of Water in Reservoirs
on the 1st January.

	1903.	1904.
Tytam.....	14' 11" below	19' 5" below
Pokfulam.....	21' 6" below	22' 7" below
Wong-nai.....	35' 2" below	20' 2" below
Cheong.....	overflow	overflow

STORAGE GALLONS.

	1903.	1904.
Tytam.....	27,070,000	210,100,000
Pokfulam.....	21,603,000	19,575,000
Wong-nai.....	1,903,000	9,701,000

Total..... 291,570,000 269,381,000

Consumption of Water in the City of Victoria
and Hill District during the month of December.

	1902.	1903.
--	-------	-------

Consumption..... 69,834,000 112,120,000 gallons

Estimated po-
pulation..... 216,800 221,700Consumption
per head per
day..... 10.4 16.3 gallonsIntermittent supply in force during the
whole of December 1902; and from the 21st
December, 1903.Consumption of Water in Kowloon Peninsula
during the month of December.

	1902.	1903.
--	-------	-------

Consumption..... 14,516,000 14,568,000 gallons

Estimated po-
pulation..... 59,500 65,400Consumption
per head per
day..... 7.8 7.3 gallonsThe Government Analyst reports that the
water is of excellent quality.W. CHATHAM,
Water Authority.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

IS IT WAR?

EXCITEMENT IN HONGKONG.

WILD RUMOURS!

I ate last night a war scare struck this city,
and all day, from the first streak of dawn, rumour
stalked through our streets. The first
notification of an impending military
movement was given out during the regimen-
tal dance of the Sherwood Foresters, at the
City Hall, last night when it was whispered
that news had been received that hostilities had
commenced and that a portion of our garrison
were under orders to hold themselves in
readiness to proceed to the North. Inquiries
made early this morning resulted in the informa-
tion that 250 men of the Derbyshire Regt.
had been mobilised, and were awaiting em-
barcation for an unknown destination, Colonel
Wyllie, Captain Green, D.S.O., and Lieuten-
ant Milne being the officers designated to
accompany the detachment. The authorities
at the Headquarters office refused to put with
any information in reply to the anxious inquir-
ies of ubiquitous Pressmen, and all efforts to an-
imate the sphinx-like functionaries at the Naval
Yard proved equally unavailing. The reticence
and secrecy of the authorities gave rise to
the wildest of canards, which, taking flight
from the bars of our clubs and hostels, sped
rough our busy thoroughfares, and
circled over the Praya. Jones swore on his
honour that the Foresters were off to Canton,
where the raging crowds of infuriated Chinese
were tearing up the railway. Smith declared
that the troops were speeding already on the
Thames to Amoy to suppress the riot, and
Brown declared on oath that the Tommies
were for Seoul or, perhaps, Peking. It was
stated that they had left at 11 a.m. and, again,
others declared that at 1 p.m. the men were
still here. The excitement was feverish at
noon, and at 3 p.m. it had developed into a
frenzy. The journalists of Hongkong rose to the
occasion, and our arcades echoed the hurried
stamp of their eager footsteps, our streets
were filled with the rattling din of their rich-
sha wheels. Undaunted by the blank-faced
and exhausted reporters who, time after time,
returned without news to the offices of our
journals, editors laid down their busy pen, rushed
forth from their sanctum, interviewed Army
officers, public functionaries, sergeants, corporals,
and dodged around the gates of Murray
Barracks in the hope of securing the "scoop"
of the day. Seconds, minutes, hours flew, but
the most strenuous efforts were unavailing.
Meanwhile, the public rumour grew in volume,
quantity and detail, and the *ultima thule* of
the crisis was reached when the "man in the
street who knows" swore by all his household
gods that Tom, Dick, Harry & Co. had re-
ceived a cable from their agents in the
North informing them that the Japanese
fleet had playfully thrown 100 shells into Port
Arthur yesterday. One hundred and no
more! Proof certain of the far-seeing policy
of Japan in conducting the struggle on
the most possibly economical lines. Surely,
after this, none of us will accuse the "man
who knows" either of vagueness or exaggera-
tion. Perhaps, if we had asked, he might have
told us the exact number of windows that were
broken in the bombardment. When the
thought occurred, it was too late. Staggered
by the preciseness and exactitude of his infor-
mation we had allowed him to escape. Certain
was it that, at the time we went to press, those
who are really likely to know the first, we
refer to the leading Japanese firms in
the Colony, had received no definite
information as to an outbreak of hostilities,
though there was no attempt to conceal
the extreme gravity of the situation.
However, none can declare that the dogs of
war are loose, and of the wave of excitement
and speculation that swept our Colony to-day,
it may yet be said: *Parturit montes, nascitur
ridiculus mus.*

NORTHERN NOTES.

The *Kobe Herald* of the 28th ult. says:—
The foreign insurance companies of Yoko-
hama are reported to have raised the rate on
Japanese ships to 15, which is just twenty
times the recent rate.The Nippon Yusen Kaisha head office in
Tokyo has been unusually active recently, and
the number of communications with their
principal branches has considerably increased.
A large number of officials, besides those on
watch, were working in the office yesterday.An Imperial Ordinance was issued to-day
providing for appropriations from Reserve
Funds to meet the expenditure necessitated by
the political situation. The Government have
thus at their immediate disposal ¥200,000,000;
viz. fifty million yen from the reserve fund for
the renewal of warships, torpedoes and educa-
tion; thirty million yen, balance of bonds re-
cently floated in London; and one hundred
and twenty millions, specie reserve of the Bank
of Japan. It is thought that the foregoing will
suffice to meet the expenditure for the time
being if hostilities result.The Yaredan states that the chief officials of
the Nippon Yusen Kaisha held a council on
Friday morning and decided to offer the ser-
vices of its whole fleet, consisting of 76 vessels
to be used as transports at a fare between 5
and ¥34 per person. In the afternoon, Mr. Kondo,
president of the company, notified the Minister
of Communications to that effect. The same
journal reports that the Japanese Government
has decided to expend 5 million yen for the
time being for extending Japanese influence in
Korea. With that sum, we are told, the
Government intend to purchase the electric
tramway in Seoul under American man-
agement; (2) to establish a central Korean bank;
(3) to secure for Japanese the right of man-
aging Korean customs; and to have a Japanese
subject appointed financial adviser to the
Korean Government; and (4) to monopolize the
privilege of building railways in the peninsula.
Count Katsura and Baron Sone are said to be
the chief workers of the scheme, with Mr.
Omura as their agent, or negotiating with the
Korean Government.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

JAPANESE ENTERPRISE.

THE HOUSE OF MITSUI.

We are indebted to the courtesy of the Mitsui
Russian Kaisha for a most interesting and
artistic publication entitled "The House of
Mitsui." There are comparatively few that are
conversant with the fact that the immense com-
mercial enterprises, known respectively as the
Mitsui Ginko (bank), Mitsui Bussan Kaisha,
Mitsui Kosen Kaisha and Mitsui Gofuten (dry-
goods store), whose sphere of influence in the
economical world of Japan and the East is so
vast and extensive, are the outcome of a joint
association of eleven branches of the Mitsui
family. There is something distinctly inter-
esting and romantic in the origin of this vast com-
bine when it is considered that its present
directors are descendants of the famous feudal
lord of Namadaye, Takashige Mitsui, a
renowned warrior of the 15th century. In 1723,
observing the verbal will of Takatoshi Mitsui,
his son, Hachirobei Takahira, laid down in
writing the Family Rules, by which he and his
five brothers pledged themselves to form a
collective body of partners working with a
collective capital. This agreement, drawn up
180 years ago, is the same upon which the
whole undertaking is worked to-day.

With the restoration of the Meiji era, an im-
portant epoch was opened in the history of the
firm. While the new government under the
direct control of the Emperor was in the
process of consolidation, the Mitsuis acted as
its principal financing agent. As a reward
for this and other public services to the
country, Baron Hachiroemon Mitsui, the
present head of the house, was created a
peer, and other partners were given
various titles. The bank and shipping business
were founded in 1876, and in 1889 the firm
acquired from the Government the Mitsui Coal
Mines. Since then several other mines have
come under the control of the family. Accord-
ing to the social institutions of Japan the unit
of society is the family, and not the individual
as in the Western world. The House of Mitsui
is a collective body, a joint association of
eleven families, which work, with their collec-
tive capital, in their joint name, and under the
system of unlimited joint liability; and that they
enjoy almost unbounded confidence and credit
both at home and abroad is assuredly due to
this admirable system of business organisation.

Besides the enterprises already mentioned as
undertaken by the sole power of the House of
Mitsui, the family is an important shareholder
in the Bank of Japan, Yokohama Specie Bank,
First Bank, Hokkaido Colliery and Railway Co.,
Sanyo Ry. Co., Nippon Ry. Co., Kinshu Ry.
Co., Tokio Tramway Co., Japan Mail Steam-
ship Co., Tokio Marine Insurance Co., Kane-
gafuchi Cotton Spinning Co., Oji Paper Mill
Co., and the Formosa-Sugar Refining Co.
These shares together with those of numerous
other companies amount to over ten million
yen, from which it can be realised that the in-
fluence of this immense family association can
make itself felt in nearly all branches of Japan's
economic concerns.

THE S.S. "HELENE RICKMERS."

The *Helene Rickmers*, whose Captain has
had such an unpleasant experience at Moji,
must have most unfortunate recollections of
Japan, if a ship can be treated as a personality.
Twelve years ago, in August 1901, she went
ashore at Kobe during a typhoon, and was
hard and fast off the Eastern camber for some
three weeks, being eventually floated by the
late Mr. A. C. Sim. When got off, it was found
that she had knocked two or three houses in her
bottom, and she had to be taken to Nagasaki
for repairs of a somewhat extensive nature.
For about seven years she avoided the coast of
Japan, and, if we remember aright, she
arrived at Kuchinotsu to load coal and got
caught in another typhoon in which she
dragged her anchors and did some damage.
Now, on what seems to be her third visit, the
Captain gets into difficulties with Japanese
police, who appear to have used him almost as
badly as the elements had done the ship on
previous occasions. After these experiences
the owners, if at all superstitious, will, we
should think, give instructions that Japan is a
dangerous region for the *Helene Rickmers*. It
would be interesting, by the way, to know who
would have been responsible if a storm had
sprung up while the police had the Captain
and his first and second officers in custody.
Under the best of circumstances a large ship
like the *Helene Rickmers* is not in a very safe
situation in a place like Moji, where the tide
runs with such swiftness, and it was exposing
the vessel to serious danger to deprive her of
her principal officers at the same time and for
several hours.—*Kobe Chronicle.*

AMERICAN FLOUR IN JAPAN.

IT'S INCREASING POPULARITY.

The demand for American flour in Japan has
shown a remarkable increase of late years, says
the *Kobe Chronicle*. According to the latest
statistics published, the value of the flour
imported now amounts to some ¥3,000,000
annually, and there are indications of a still
further increase. When flour was first intro-
duced into this country it was used only by
confectioners, but it is now coming into general
use as an article of diet. About ten years ago
the value of flour imported was more than
¥500,000 per annum, and the demand began
to show gradual increase at the conclusion of
the Japan-China war. It is generally known
that during the war flour was largely imported
by speculators—to such an extent, indeed, that
it became a glut on the market. The demand
declined when peace was declared, and those
who had been endeavouring to make a corner
had to dispose of their stock at very low rates,
the result being that the market was largely
extended, and the Japanese began to appreciate
the value of flour as a food-stuff. Since that
time the demand for flour has continued to
increase, and in the short space of ten years
the import of flour has expanded tenfold. It is
pointed out that at the present time the price
of flour rules rather below that of rice, and in
case of hostilities breaking out between Japan
and Russia, the stocks of flour at Kobe and
Yokohama would soon be exhausted, while the
price would rapidly advance and the flour
market would undoubtedly benefit.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

FOOTBALL.

To-morrow afternoon on the Happy Valley
the Hongkong Football Club will play H.M.S.
Albatross. Kick-off at 4 p.m. The following will
play for the Club:—F. H. Kew, goal; W. C.
Austin and E. F. Ancott, backs; W. C. Gray,
J. W. C. Bonnar and J. D. Danby, halves; W.
H. Williams, H. A. Brent, R. Hancock, C. R.
S. Cooper and J. Richardson, forwards.

CRICKET LEAGUE.

LEAGUE TABLE.

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.....	9	8	1	0	24
Civil Service 6	5	0	0	1	16
Craigengower 8	3	3	2	1	11
R. E.	6	3	3	0	9
"Tamar" ...	5	2	3	0	6
R. A. M. C. ...	6	1	4	1	4
H.K.C.C. "A" ...	5	1	4	0	3
Parses 5	0	5	0	0	0

CRAIGENGOWER v. "TAMAR"
The return match in the League between
the above Clubs will be played on Saturday
on the ground of the former Club which will
be represented by A. O. Brown, L. E. Lammert,
R. Basa, M. E. Asger, E. R. Henton, J. Craik,
E. Ford, R. Pestonji, L. A. Rose, J. P. Jordan,
and J. Glynn.

THE "CONSTITUTION" AND THE
"LIBERDAD."We give below the following further partic-
ulars of the two battleships recently purchased
by the Admiralty from the Chilean Govern-
ment, taken from a home paper.

DESCRIPTION OF THE VESSELS.

The two vessels thus acquired were launch-
ed—the *Constitution* from the Elswick yard
on January 13, and the *Liberdad* on January
15. Each is remarkable for the weight of its
firing and its coal-carrying capacity. The *Con-
stitution* can fire a total weight of 13½ tons of
projectiles in a minute, with a collective energy
of 1,700,000 foot tons. Of protective armour
she carries a K. C. belt 7 in. in thickness (taper-
ed at the extremities) over the whole length of
the ship, and extending vertically from 5 ft.
below the water-line to the upper deck. The
barbettes of the twin mountings for the 10 in.
guns are covered by 10 in. K. C. armour; and
the ten 7 in. guns on the main deck, besides
being protected by the 7 in. side armour, are
separated from each other by armoured bulk-
heads both longitudinally and transversely. An
under-water protective deck 5 in. thick on the
slope is fitted throughout; and in addition
special protection is given on the upper deck
to the 7 in. guns below. The sea speed is 19
knots; the same, and trunks are provided for
coal sufficient to carry the ship 11,000 knots at
10 knots.

The firing capacity of the *Liberdad* is, ac-
cording to an article which appeared in *En-
gineering* at the time she was launched, only
exceeded by the latest vessels in the United
States Fleet. The weight of shot which the
American *New Jersey* class is able to discharge
per 1,000 tons of displacement is 440 lb., where-
as the weight fired in one round by this Chilean
ship is 427 lb. per 1,000 tons from all guns and
407 lb. from primary weapons. The new battle-
ships of the British Navy of the *King Edward*
VII. class fire at the rate of 326 lb. per unit of
displacement, in the *Duncan* class the gun
power is equal to 328 lb. per 1,000 tons displace-
ment, in the latest French ships the proportion
is 360 lb., and in the case of the Russian and
German ships 290 lb. each. The length of the
Liberdad is 436 ft., the breadth 71 ft., and the
depth 41 ft. The draft is 24 ft. 6 in., and at this
the displacement will be about 11,800 tons.
The hull is protected by an armoured belt,
an armoured citadel, and a protective deck. The
belt is 8 ft. deep, 3 ft. 6 in. above and 4 ft. 6 in.
below the load water line and practically
extends to the ends of the ship. In wake of
the engines and boilers the belt is 7 in. in thick-
ness, tapering towards the ends to 5 in. The
thickness of the citadel armour is 7 in. The
armour of the barbettes for the 10 in. guns is
10 in. in front and 8 in. in the rear, except where
protected by the citadel armour, where it is
proportionately reduced. She carries four 10 in.
breech-loading guns mounted in pairs in bar-
bettes. Ten 7 in. quick-firing guns are
mounted within the citadel amidships on the
main deck, and four in casemates on the upper
deck. The auxiliary armament consists of
fourteen 14-pounder quick-firing guns, two 12-
pounder field guns, four 6-pounder quick-firing
guns, four Maxims, and four 37 mm. semi-
automatic guns mounted in military tops.
There are two submerged torpedo tubes on the
broadside forward. Her speed is 19 knots,
and, like the other vessel, she carries coal
enough to enable her to keep the sea at 10
knots for 11,000 sea miles.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "KEEMUN" left Singapore on the 4th inst., and is due here on the 9th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 9th January.
MARSEILLES, LONDON & ABERDEEN	"YANGTSE"	On 19th January.
MARSEILLES, LONDON & ABERDEEN	"YANGTSE"	On 19th January.
LONDON & ANTWERP	"NEOR"	On 22nd February.
GENOA, MARSEILLES & LONDON	"KEEMUN"	On 15th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE AND YOKOHAMA.	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 6th January, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	9th January, at Daylight.
NINGPO AND SHANGHAI	"SHAOHUNG"	9th " at 4 P.M.
SHANGHAI	"PAOTING"	11th " at 4 P.M.
MANILA	"ANHUI"	13th " at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 8th January, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., at 5 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
PERLA	1980	A. H. Nottley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 8th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	4,897	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 9th January, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,866	THURSDAY, 14th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd January, 1904.

K. MATSUDA, Acting Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904. 88 1/3 per cent.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1904.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare. \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"HAILONG," Captain Gibson, will be despatched for the above Port, TO-MORROW, the 9th instant, at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 8th January, 1904.

FOR KOBE, NAGASAKI AND WYADWOSTOCK. THE Steamship

"STOLBERG," Captain Deinat, will be despatched for the above Ports, TO-MORROW, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th January, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th January, 1904.

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG. THE Company's Steamship

"DENBIGHSHIRE," Captain W. A. Evans, will be despatched for the above Ports, on or about MONDAY, the 11th January, 1904, to be followed by the Steamship "RADNORSHIRE."

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 5th January, 1904.

NAVIGAZIONE GENERALE ITALIANA, (Rome and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA," Captain Maganini, will be despatched as above on TUESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 7th January, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"SIKH" 19th Jan.

"SAGAMI" 25th Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 7th January, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

"GLEN" LINE OF STEAMSHIPS. FOR LONDON AND ANTWERP. THE Steamship

"GLENFARG," Captain Holman, will be despatched as above TO-MORROW, the 9th January, 1904.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 17th December, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"ERNEST SIMONS," Captain Charbonnel, will be despatched for the above Ports on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 5th January, 1904.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

I. STUART THOMSON, Acting Agent.

Hongkong, 2nd January, 1904.

FROM HAMBURG, PENANG AND SINGAPORE. THE H.A.L. Steamship

"ALEXIA," Captain Schönbeld, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL. THE Steamship

"ARARA," Captain J. M. Williamson, having arrived from the above Port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Wanchai Stevedoring Co., at Wanchai, where they are being stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on a date to be hereafter appointed.

Consignees of Cargo will please note that before delivery can be obtained, they must sign the General Average Bond which is lying at the Office of the Undersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

American Asiatic S.S. Co.

Hongkong, 5th January, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 6th January, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India.

From Australia, ex S.S. Britannia.

From Calcutta, ex S.S. Palawan.

From Persian Gulf, &c., ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

From Allepi, ex S.S. Niama.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd January, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

Cargo ex the above Steamer having arrived per "HONGKONG MARU" from KOBE, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the Steamer.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 4th January, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th December, 1903. 100 cts. per \$ ster.

BUTCHER MEAT.

Beef side and prime cut—Mei Lung Pa 17

" Corned—Hain Ngau Yuk 17

" Roast—Shiu 17

" Breast—Ngau Lam 13

" Soup, Tong Yuk 13

" Steak—Ngau Yuk Pa 17

" Serjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chung

SHIPPING.

ARRIVALS.
 Michael Jensen, Ger. s.s., 710, Uldrup, 7th Jan., Haiphong 2nd Jan., and Hoithow 5th, Rice and Pigs.—J. & Co.
 Carl, Ger. s.s., 2,153, Jochimoes, 7th Jan., Daneig 7th Nov., Sugar.—E. A. T. Co.
 Puma, Br. s.s., 2,257, Peaburn, 7th Jan., Singapore 1st Jan., Gen.—J. M. & Co.
 Director Arthur Barty, Ger. s.s., 136, Adler, 7th Jan., Emden Germany 21st Oct., Ballast.—J. & Co.
 Woonan, Br. s.s., 1,109, Dowson, 7th Jan., Canton 7th Jan., Gen.—B. & S.
 Sachsen, Ger. s.s., 3,119, Peich, 8th Jan., Bremen 25th Nov., and Singapore 2nd Jan., Mails and Gen.—M. & Co.
 Prima, Norw. s.s., 761, Meyer, 8th Jan., Haiphong 4th Jan., Rice.—S. W. & Co.
 Dardanus, Br. s.s., 2,991, Tiltson, 8th Jan., Shanghai 5th Jan., Gen.—B. & S.
 Batavia, Ger. s.s., 1,103, Dempwalf, 8th Jan., Barry 14th Nov., and St. Vincent 24th Dec., Coal.—H. A. L.
 Taiwan, Br. s.s., 1,109, Harder, 8th Jan., Shanghai 4th Jan., Gen.—B. & S.
 Daijin Maru, Jap. s.s., 902, Oyata, 8th Jan., Tamsui via Amoy and Swatow 7th Jan., Gen.—O. S. K.

Clearances at the Harbour Office.

Kohsichang, for Swatow.
 Wo Ping, for Wuchow.
 Talle, for Yokohama.
 Itha Verde, for Macao.
 Madeleine Rickmers, for Bangkok.
 Hatching, for Kwong-chow-wan.
 Wingchai, for Macao.
 Gregory Ahear, for Singapore.
 Hermann Lerche, for Singapore.
 Batavia, for Vladivostok.
 Kongiam, for Canton.

Departures.

Jan. 8.
 Kohsichang, for Swatow.
 Phuanang, for Bangkok.
 Hatching, for Coast Ports.
 Shingui Maru, for Kobe.
 M. Rickmers, for Hoithow.
 Hangsang, for Canton.
 Ningpo, for Canton.
 Chikhi, for Canton.
 Gregory Ahear, for Calcutta.
 Kwongang, for Shanghai.
 Strathgyle, for Yokohama.

Passenger arrivals.

Per *Puma*, from Singapore—1,000 Chinese.
 Per *Sachsen*, from Bremen, &c.—Miss Bal-lestedt, Mrs. Kuhn, Miss Lidl, Messrs. Gil-lingham, Gurgelien, Gok, Ruby, Ellis, Chap-mann, John Gou, Neubacher, Roberts, Hanet, 8 Chinese and 4 Japanese from Singapore.
 Per *Taiwan*, from Shanghai—Capt. Finlay-son, and 8 Chinese.

Shipping Reports.

Sir *Dardanus* from Shanghai—Fresh mon-soon, fine throughout.
 Sir *Puma* from Singapore—Fine weather, stormy N.E. monsoon.
 Sir *Taiwan* from Shanghai—Moderate N.E. winds, following sea, and fine weather to arrival.

Hongkong & Whampoa Dock Returns.

Ship	At	Kowloon Dock
Empress of China	"	"
Anhui	"	"
Powen	"	"
Haitan	"	"
Kansu	"	"
Tenar	"	"
H.I.G.M.S. Mowee	"	"
H.M.S. Glory	"	"
U.S.A.T. Sacramento	"	"
Salamanca	"	"
Chili	"	"
Paul Beau	"	"
Telatos	"	"
Riojun Maru	"	"

Ships Passed the Canal.

Outward—29th December—*Merionethshire*, *Ningchow*, *Benglor*, *Socotra*, *Monmouthshire*, *Gera*, *Kontsberg*, *Chinkua*, *C. Ferd Lactis*, 2nd January—*Hilachi Maru*, *Yarra*, *Moyune*, *Arletisla*, 6th January—*Andalucia*, *Glancus*, *Indramayu*, *Ediga*.
 Homeward—29th December—*Polyphemus*, 2nd January—*Prinz Heinrich*, 6th January—*Glenshiel*.
 Arrivals at Home—2nd January—*Antenor*, *Saxonia*, *Tantalus*, *Freiburg*, 6th January—*Sado Maru*, *Sydney*.

Vessels in Port.

STRANGLERS.
 Amara, Br. s.s., 1,561, Mattock, 5th Jan., Moji 31st Dec., Coal.—J. M. & Co.
 Andree Rickmers, Ger. s.s., 1,021, Kuhn, 6th Jan., Bangkok 29th Dec., Rice.—A. K. & Co.
 Anping, Br. s.s., 1,050, Cowan, 1st Jan., Amoy 31st Dec., Ballast.—B. & S.
 Anping Maru, Jap. s.s., 1,053, Goto, 7th Jan., Fochow and Swatow, 6th Jan., Gen.—O. S. K.
 Amara, Br. s.s., 2,481, Williamson, 4th Jan., Manila 1st Jan., Gen.—S. T. & Co.
 Arratoon Ahear, Br. s.s., 2,931, Fey, 6th Jan., Calcutta 19th Dec., Penang and Singapore 30th Jan.—D. S. & Co., Ltd.
 Ayr, Br. s.s., 1,055, Gibson, 5th Jan., Moji 31st Dec., Coal.—D. & Co., Ltd.
 Chantai, Ger. s.s., 1,115, Texor, 29th Dec., Bangkok 2nd Dec., Rice.—B. & S.
 Claverburn, Br. s.s., 2,358, Parker, B.N.R., 27th Dec., New York 27th Oct., Case Oil.—S. O. Co.
 Danolly, Br. s.s., 2,126, White, 5th Jan., Wes-port, N.Z. via Newcastle, N.S.W. 11th Dec., Coals.—D. & Co., Ltd.

Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 22nd Dec., Vancouver, B.C., 30th Nov., and Shanghai 19th Dec., Mails and Gen.—C. P. R. Co.
 Firth of Dornoch, Br. s.s., 1,844, Swanston 5th Jan., Moji 30th Dec., Coal.—D. & Co., Ltd.
 Germania, German s.s., 1,714, Bruha, 6th Jan., Canton 5th Jan., Gen.—J. & Co.
 Germanica, Ger. s.s., 2,575, Behrmann, 31st Dec., Batum 11th Nov., Cases Oil.—Ord.
 Gloamin, Br. s.s., 2,240, Leamouth, 31st Dec., Penarth 14th Nov., Coals.—Admiralty.
 Hailong, Br. s.s., 783, Gibson, 7th Jan., Swatow 6th Jan., Gen.—D. L. & Co.
 Haitan, Br. s.s., 1,182, Roach, 5th Jan., Swatow 4th Jan., Gen.—D. L. & Co.
 Hansa, Ger. s.s., 1,201, Weidlich, 29th Dec., Port Louis and Mauritius 6th Dec., Sugar.—Nani Wing & Co.
 Heathdene, Br. s.s., 2,277, Melbourne, 3rd Jan., Moji 29th Dec., Coal.—M. B. K.
 Hermann Lerche, Russian s.s., 1,871, Dahl-stadt, 6th Jan., Vladivostok 30th Dec., Ballast.—B. & Co.
 Hoibai, Br. s.s., 509, Coser, 6th Jan., Haiphong and Hoithow 3rd Jan., Rice and Pigs.—A. R. M.
 Hongkong Maru, Jap. s.s., 3,447, Filmer, 3rd Dec., San Francisco 3rd Dec., Honolulu 10th, Yokohama 24th, Kobe 25th, Nagasaki 27th, and Manila 29th, Mails and Gen.—P. M. S. S. Co.
 Hopang, Br. s.s., 1,359, Hay, 4th Jan., Moji 29th Dec., Coal.—J. M. & Co.
 Ischia, Ital. s.s., 2,784, Magazzini, 6th Jan., Singapore 29th Dec., Gen.—C. & Co.
 Lueres, Br. s.s., 1,340, Jackson, 3rd Jan., Saigon 27th Dec., Rice and Meal—Nam Wo & Co.
 Loongsang, Br. s.s., 1,092, Weigall, 2nd Jan., Manila 30th Dec., Ballast.—J. M. & Co.
 Lyrin, Ger. s.s., 1,315, Porcelains, 2th Jan., Hamburg 22nd Nov., Marine Stores—H. A. L.
 Maria Valerie, Aust. s.s., 2,643, Berberovich, 5th Jan., Singapore 30th Dec., Gen.—S. W. & Co.
 Marie Jensen, Ger. s.s., 1,771, Bendixen, 3rd Jan., Samarang 16th Dec., Sugar.—J. & Co.
 Mausang, Br. s.s., 1,614, Rolfe, 25th Dec., Borneo Ports 19th Dec., Timber.—J. M. & Co.
 Onsang, Br. s.s., 1,871, Davies, 1st Jan., Java 22nd Dec., Sugar.—J. M. & Co.
 Phra Chula Chom Klao, Ger. s.s., 1,012, Bohm, 5th Jan., Bangkok 28th Dec., Rice.—B. & S.

Progress, Ger. s.s., 687, Bremer, 1st Jan., Swatow 31st Dec., Gen.—S. & Co.

Quarta, Ger. s.s., 1,146, Johansson, 20th Dec., Mauritius 4th Dec., Sugar.—S. W. & Co.
 Rajaburi, Ger. s.s., 1,189, Wendig, 7th Jan., Bangkok 30th Dec., Gen.—M. & Co.
 Riojun Maru, Jap. s.s., 2,980, Pyne, 5th Jan., Seattle and Dec., Flour, Milk and Capi.—N. Y. K.
 Rosetta Maru, Jap. s.s., 2,403, Smith, 5th Jan., Manila 3rd Jan., Gen.—T. K. K.
 Rubi, Br. s.s., 1,611, Almond, 4th Jan., Manila 2nd Jan., Gen.—S. T. & Co.
 Stolberg, Ger. s.s., 1,533, Kirchner, 31st Dec., Moji 27th Dec., Coal and Gen.—H. A. L.
 Strumbus, Br. s.s., 3,028, Stock, 3rd Jan., Singapore 25th Dec., Petroleum.—A. P. Co.
 Taihu, Ger. s.s., 1,063, Ueberfeldt, 2nd Jan., Hongay 30th Dec., Coal.—S. & Co.
 Taishun, Ch. s.s., 1,216, Jamieson, 7th Jan., Canton 6th Jan., Gen.—C. M. S. N. Co.
 Tamba Maru, Jap. s.s., 3,800, Wale, 7th Jan., Shanghai 4th Jan., Gen.—N. Y. K.
 Tartar, Br. s.s., 4,125, Evans, 16th Dec., Vancouver 16th Nov. and Shanghai 13th Dec., Gen.—C. P. R. Co.
 Tjinhai, Dut. s.s., 2,476, Jurnanse, 3rd Jan., Yokohama via Moji 29th Dec., Gen. and Coal.—H. C. T. Co.
 Tjipanas, Dut. s.s., 1,055, Zwart, 6th Jan., Batavia and Macassar 15th Dec., Gen. and Hotz Jacob & Co.
 Tsuring Maru, Jap. s.s., 2,559, Narasaki, 2nd Jan., Kutchinotzu 27th Dec., Coal.—M. B. K.
 Waihoru, Br. s.s., 1,117, Daniel, 2nd Jan., Hoithow 1st Jan., Gen.—Chinese.
 Waishing, Br. s.s., 1,170, Courtney, 7th Jan., Canton 6th Jan., Gen.—J. M. & Co.

Post Office.

A Mail will close for—

Canton—Per *Hankow*, 9th Jan., 7.30 A.M.
 Swatow—Per *Hailong*, 9th Jan., 9 A.M.
 Haiphong—Per *Hoithow*, 9th Jan., 9 A.M.
 Singapore—Per *Hermann Lerche*, 9th Jan., 9 A.M.
 Bangkok—Per *Maria Valerie*, 9th Jan., 10 A.M.
 Shanghai—Per *P. C. Kiao*, 9th Jan., 10 A.M.
 Singapore—Per *Heathdene*, 9th Jan., 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, 9th Jan., 11 A.M.
 Macao—Per *Neungshan*, 9th Jan., 1.15 P.M.
 Sandakan—Per *Mausang*, 9th Jan., 2 P.M.
 Ningpo and Shanghai—Per *Shaoxing*, 9th Jan., 3 P.M.
 Kongmoon, Kumchuk and Samshui—Per *Sei Yeh*, 9th Jan., 3 P.M.
 Moji—Per *Amara*, 9th Jan., 3 P.M.
 Manila—Per *Rubi*, 9th Jan., 4 P.M.
 Manila—Per *Taichun*, 9th Jan., 5 P.M.
 Sanbue—Per *Hai Fan*, 9th Jan., 5 P.M.
 Hongkong—Per *Wingchai*, 9th Jan., 5 P.M.
 Swatow and Shanghai—Per *Waishing*, 9th Jan., 5 P.M.
 Hoithow and Haiphong—Per *Michael Jensen*, 9th Jan., 5 P.M.
 Canton—Per *Fulshan*, 10th Jan., 9 A.M.

Swatow, Amoy and Fochow—Per *Anping Maru*, 10th Jan., 9 A.M.
 Singapore—Per *Dardanus*, 10th Jan., 9 A.M.
 Canton—Per *Honam*, 11th Jan., 9 A.M.
 Amoy, Swatow, Straits and Rangoon—Per *Puma*, 11th Jan., 11 A.M.
 Shanghai—Per *Panting*, 11th Jan., 3 P.M.
 Singapore—Per *Denbighshire*, 11th Jan., 3 P.M.
 Canton—Per *Kintan*, 11th Jan., 5 P.M.
 Canton—Per *Hankow*, 12th Jan., 7.30 A.M.
 Swatow, Amoy and Tamsui—Per *Daijin Maru*, 12th Jan., 9 A.M.
 Europe, &c., India via Taitonin—Per *Andree*, 12th Jan., 11 A.M.
 Singapore, Penang and Bombay—Per *Ischia*, 12th Jan., 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Seattle—Per *Riojun Maru*, 12th Jan., 3 P.M.
 Canton—Per *Fatshan*, 12th Jan., 5 P.M.
 Canton—Per *Honam*, 13th Jan., 7.30 A.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, 13th Jan., 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 13th Jan., 11 A.M.
 Manila—Per *Kintan*, 13th Jan., 5 P.M.
 Canton—Per *Kintan*, 13th Jan., 5 P.M.
 Keelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma—Per *Lyrin*, 15th Jan., 11 A.M.
 Manila—Per *Zafra*, 16th Jan., 9 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observ-atory—
 On the 8th at 11.55 a.m. The barometer has fallen over China and Japan, risen at Vladivostok.
 The high pressure area still covers China, the Loosches and S. Japan, and pressure is low to the NE. of Japan.
 Gradients slight on the China coast with moderate monsoon in the Formosa Channel, rather steep with strong monsoon over the China Sea.
 Forecast:—moderate N.E. winds; fine.

	Jan. 7 at 10 a.m.	Jan. 7 at 4 p.m.
Barometer	30.41	30.29
Temperature	60	60
Humidity	73	70
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

Ship	Time	Bar.	Th.	Hum.	Wind	Wv.
Vladivostok	7 a.m.	30.36	5	65	—	0
Nemuro	6 a.m.	29.92	—	—	—	0
Hakodate	7 a.m.	30.21	—	—	NW 4	—
Tokio	7 a.m.	30.21	—	—	NW 4	—
Kochi	7 a.m.	30.35	—	—	NW 0	—
Nagasaki	7 a.m.	30.45	—	—	—	0
Kagoshima	7 a.m.	30.42	—	—	N 2	—
Oshima	7 a.m.	30.43	—	—	S 4	—
Naha	7 a.m.	30.41	—	—	—	0
Ishigakijima	7 a.m.	30.33	—	—	E 4	—
Taihouku	5 a.m.	30.32	—	—	SW 2	—
Taiwan	7 a.m.	30.31	—	—	—	0
Koshun	7 a.m.	30.28	—	—	NE 6	—
Pescadore	7 a.m.	30.32	—	—	N 8	—
Weihaiwei	9 a.m.	30.30	—	—	—	0
Gutzlaff	7 a.m.	30.46	44	92	WNW 2	cm
Sharp Peak	7 a.m.	30.40	55	80	WNW 1	b
Amoy	6.30 a.m.	30.44	55	87	NW 1	b
Swatow	9 a.m.	30.37	60	81	NW 1	b
Canton	10 a.m.	30.38	61	73	E 3	c
Hongkong	10 a.m.	30.38	61	73	E 3	c
Victoria Peak	7 a.m.	30.37	61	73	E 3	c
Cap Rock	7 a.m.	30.37	61	73	E 3	c
Macao	7 a.m.	30.35	61	73	E 3	c
Haiphong	7 a.m.	30.68	79	69	WSW 1	c
Manila	7 a.m.	30.68	79	69	WSW 1	c
Bacolod	9 a.m.	—	—	—	N 5	c
Iloilo	9 a.m.	29.97	78	—	E 5	c
Cebu	9 a.m.	30.05	74	—	N 3	c
C. St. James	10 a.m.	—	—	—	—	—

VISITORS AT THE HOTELS.

CONNAUGHT.
 Bain, J. W.
 Bell, J. P.
 Blair, D. R.
 Boyle, W. E.
 Campbell, R. E.
 Christie, Mrs. & Mr. D. Marston, Mr. and Mrs. Cronin, John
 Donald, W. H.
 Dufour, Mrs. B.
 Dulot, Mme.
 Eyre, Mr. and Mrs. H.
 Goetschel, L.
 Hayter, L.
 Heckford, R. B.
 Helme, E. G.
 Hills, Mrs. A. G. and Whittmore, R. infant
 Hills, L. D.
THOMAS.
 Condy, Mr. C. and 2 children
 Grego, Mr. J.
 Gibson, I. S.
 Hough, Dr.
 Howk, A.
 Jacobs, M.
 Marshall, F. M.
 Marshall, Miss G.
 Marshall, A. F.
 McCarty, Mr.
KOWLOON.
 Bilborough, Mr. & Mrs. Kimball, Miss Bolson, Fritz
 Brehmer, Mr. & Mrs. McChesny, D. N.
 Brehmer, Mr. & Mrs. McChesny, D. N.
 Evans, E. J.
 Harrison, W. B.
 Hudson, Mrs. Kennedy, Mrs.
CRAIGIEBURN.
 Austen, Dr. and Mrs. T. Powell, Mr. and Mrs. Bent, Mrs. T. Powell, Mr. and Mrs. Clifton, R. H.
 Dunn, G. H.
 Duff, J. S.
 Fallow, C. H.
 Gaskell, Mr. and Mrs. Harvey, Lieut. and Mrs. J. S.
 Helms, W.
OCCIDENTAL.
 Akehurst, C. A.
 Burdett, F. D.
 Chatter, Lt. F.
 Dickinson, Mr. and Mrs. J.
 Ger, Dr. Capt. J. C.
 Gibson, Dr.
 Kev, Dr. F.
 Liddell, Mr. and Mrs. Lopez, Amaro
 London, J. H.
 North, H. S.
 O'Brien, Mr. and Mrs. T. Powell, Mr. and Mrs. Bent, Mrs. T. Powell, Mr. and Mrs. Clifton, R. H.
 Dunn, G. H.
 Duff, J. S.
 Fallow, C. H.
 Gaskell, Mr. and Mrs. Harvey, Lieut. and Mrs. J. S.
 Helms, W.
OCCIDENTAL.
 Akehurst, C. A.
 Burdett, F. D.
 Chatter, Lt. F.
 Dickinson, Mr. and Mrs. J.
 Ger, Dr. Capt. J. C.
 Gibson, Dr.
 Kev, Dr. F.
 Liddell, Mr. and Mrs. Lopez, Amaro
 London, J. H.
 North, H. S.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half year ending 30.6.1903	\$650
National Bank of China, Ltd.	£ 8	3 1/2 = \$1.04 for 1902	\$32 1/2 b.
Do. Founders.		None	\$10
MARINE INSURANCES.			
Union In. Society of Cten. Ltd.	\$ 100	32 per cent = \$32 per share for 1902	\$490 s.
China Traders' In. Co., Ltd.	\$ 25	10 % = \$10 for year ended 30.4.1903	\$50 s.
North China In. Co., Ltd.	£ 25	Final of £1 making £2 for 1902	Tls. 220
Yangtze In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30 % = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$305
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$92 1/2
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$31 1/2 s.
Indo-China S. N. Co., Ltd.	£ 10	5 % = 10/- per share for 1902	\$73 b.
China & Manila S.S. Co., Ltd.	\$ 50	10 % = \$5 per share for 1902	\$17 s.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12 % for year ending 30.6.1903	\$30 sa.
"Shell" Transport & Trading Co., Ltd.	\$ 5	60 cts. } 30.4.03	\$19
Do. Ltd.	£ 1	3rd Interim of 6d. for 1902	£1 2/6 b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 % for 1903	Tls. 36
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 50 sa.
Do. Preference	Tls. 50	Interim of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 s.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$103
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	5 % = Tls. 2 1/2 for year ending 30.9.03	Tls. 55
MINING.			
Punjab Mining Co., Ltd.	\$ 11	None	\$1 s.
Société Française des Charbonnages du Tonkin	Fr. 150	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£ 10.10	No. 12 of 1/- per share 28.1.01	\$6 s.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 b.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$6 for 1/2 year 30.6.03	\$209
S. C. Farham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1/2 year ending 31.10.1903	Tls. 122 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$95 s.
New Amoy Dock Co., Ltd.	\$ 60	\$3 1/2 for 1902	\$38 s.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 215 sa.
LANDS, HOUSES AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9.80 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$5 for 1903	\$156
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 b.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$52 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2 year 1903	\$148
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$28
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 13 1/2
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 1/2 sa.
S'hai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 106 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 50 cents, making \$1 for } 1902/1903	\$15 1/2 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8 % for period ended 31.10.1903	Tls. 33 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 % on account of 1898	Tls. 25 1/2
Ladu-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 sa.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 170
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.	\$ 10	First year	\$10
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$24 s.
China-Borneo Co., Ltd.	\$ 12	First year	\$8 1/2 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1903	\$14 s.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2 b.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145 b.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$49 b.
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$245
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$20 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.	\$ 6	\$1 1/2 for year ending 31.7.1903	\$12 1/2 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£ 10.12.6		\$5 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$92 b.
Do. Founders.	\$ 10	\$29.70	\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6 % making 12 % for year	\$15 1/2 b.
China Light & Power Co., Ltd.	\$ 10	None	\$5 b.
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$94 b.
Maatschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders 100	{ 5th interim dividend of Tls. 7 1/2 paid } 15.12.1903 making so far Tls. 35	Tls. 305 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 8.50		\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25
Telegraphic Address — "Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.	
Telephone No. 143, P. O. Box No. 111.			
NOTE: — b=buyers, s=sellers, sa=sales.			

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January 8th.

R. G. HECKFORD,
MANAGER.